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[REDACTED]

IDEA 2944-66  
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3 MAR 1966

**MEMORANDUM FOR:** Chief, Programs Staff, OSA

**SUBJECT:** IDEALIST Operational Summary  
and Status (February 1966)

**REFERENCE:** Memorandum from D/EA to D/PA/OSA  
and D/TECH; dated 26 May 1965;  
Subject: OSA Monthly Report to  
DD/S&T and Program B Quarterly  
Review Report to D/NRO [REDACTED]

Attached is the IDEALIST Operational Summary and  
Status report for the month of February 1966.

[REDACTED]

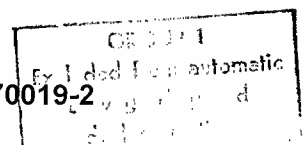
Deputy for Field Activities, OSA

Attachment - 1  
As stated above

IDEA/OSA [REDACTED] :aea (3 Mar 66)  
Distribution:

- #1 - C/PS/OSA
- #2 - D/PA/OSA
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- #4 - IDEA/OSA
- #5 - RB/OSA
- #6 - Holdback

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IDEALIST

OPERATIONAL SUMMARY AND STATUS

I. General Summary

A. There were no Agency U-2 overflights during the month of February.

B. The flight test of color film was successfully flown over South Vietnam on 3 February in Article 384 out of [redacted]. The weather was as briefed and all but two targets were photographed. Over all rating of the processed color film was "Good".

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C. U-2G number 385 was loaned to the 4080th SRW (SAC) and departed [redacted] as scheduled on 7 February for [redacted]. The aircraft aborted approximately [redacted] point to Hickam because of adverse terminal weather at Hickam. On 8 February the aircraft was aborted on the runway by CINCPACAF, due once again to weather at Hickam. Finally, on 9 February weather conditions were suitable and Article 385 departed successfully, arriving at [redacted] on 12 February.

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five civilians were injured. Preliminary investigation discloses that contributing factors to the accident are: erroneous RGT indication, cockpit icing, weather, and questionable pilot procedures.

E. On 25 February U-2F number 342 lost a wing shortly after refueling, came apart in the air, and subsequently crashed approximately 33 miles northwest of Edwards AFB. The pilot successfully ejected and was picked up by helicopter, having suffered only minor cuts, scratches and bruises. Sufficient structural wreckage has not been located by the search party to permit an analysis of the wing failure. U-2 flying at [ ] has been suspended until the cause of wing failure has been determined.

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## **II. Product Improvement**

A. Article 349, with the J-75 - 13B engine, performed flights to further evaluate the AT400 HF Radio, the Doppler Navigation System, and to obtain engine pressure ratio (EPR) data.

B. On 11 February 1966, the Doppler System was rechecked at low altitude on one heading. The nautical miles off track was "0" and the distance to go was approximately 1.0 percent. During a subsequent climb to altitude, the Doppler Memory Light came on at approximately plus 5 altitude and remained on to maximum altitude attained at plus 21. The Doppler was turned off at 1 1/2 hours at altitude, but when reactivated, the memory light would not go out.

C. The Doppler System was left on for the descent and the memory light went out at 28,000 feet. The system appeared to be operating satisfactorily and continued to operate satisfactorily during a short climb to 40,000 feet and until the flight was terminated. Consideration is being given to adding a blower with sufficient capacity for high altitude operation. Additional Doppler flights are to be performed by Lockheed to evaluate the cockpit display of information available from various types of equipment.

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D. The AT400 HF Radio and 180L-3 antenna coupler were flight tested at close range and high altitude at 15 frequencies representing all frequency bands. Fourteen of these were received loud and clear, but frequency [redacted] could not be received. The cause of this single frequency failure could not immediately be ascertained, although it was found not to be in the AT400, the coupler or the ground station. Testing continues on this item.

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E. Engine Pressure Ratio (EPR) data was collected at altitude plus 20 through the EGT ranges of 545 to 665 degrees. The data was refined further and furnished to Pratt & Whitney.

F. Article 359 fuel tank recompartmentation tanks were completed. However, in preparing this Article for air refueling tests, a number of problems were encountered with internal tank pressure build ups and uneven fuel flow conditions. Air refueling tests were cancelled and will be resumed in early March, upon completion of the Lockheed "fixes".



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